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DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Service Notes

12 June 1970

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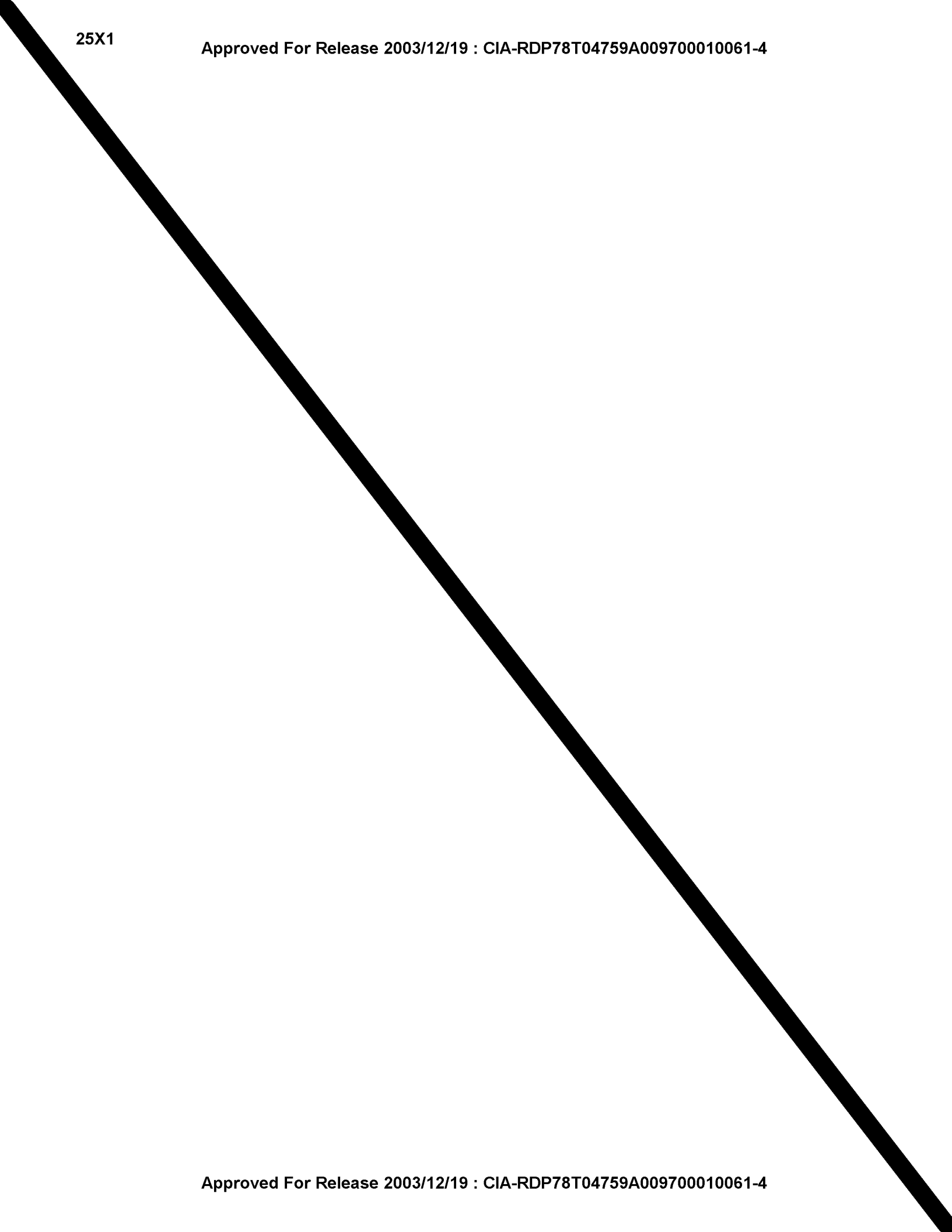

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
Imagery Analysis Service

IMAGERY ANALYSIS SERVICE NOTES NO. 16/70

CONTENTS

25X1

25X1D

Next 1 Page(s) In Document Exempt

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25X1D

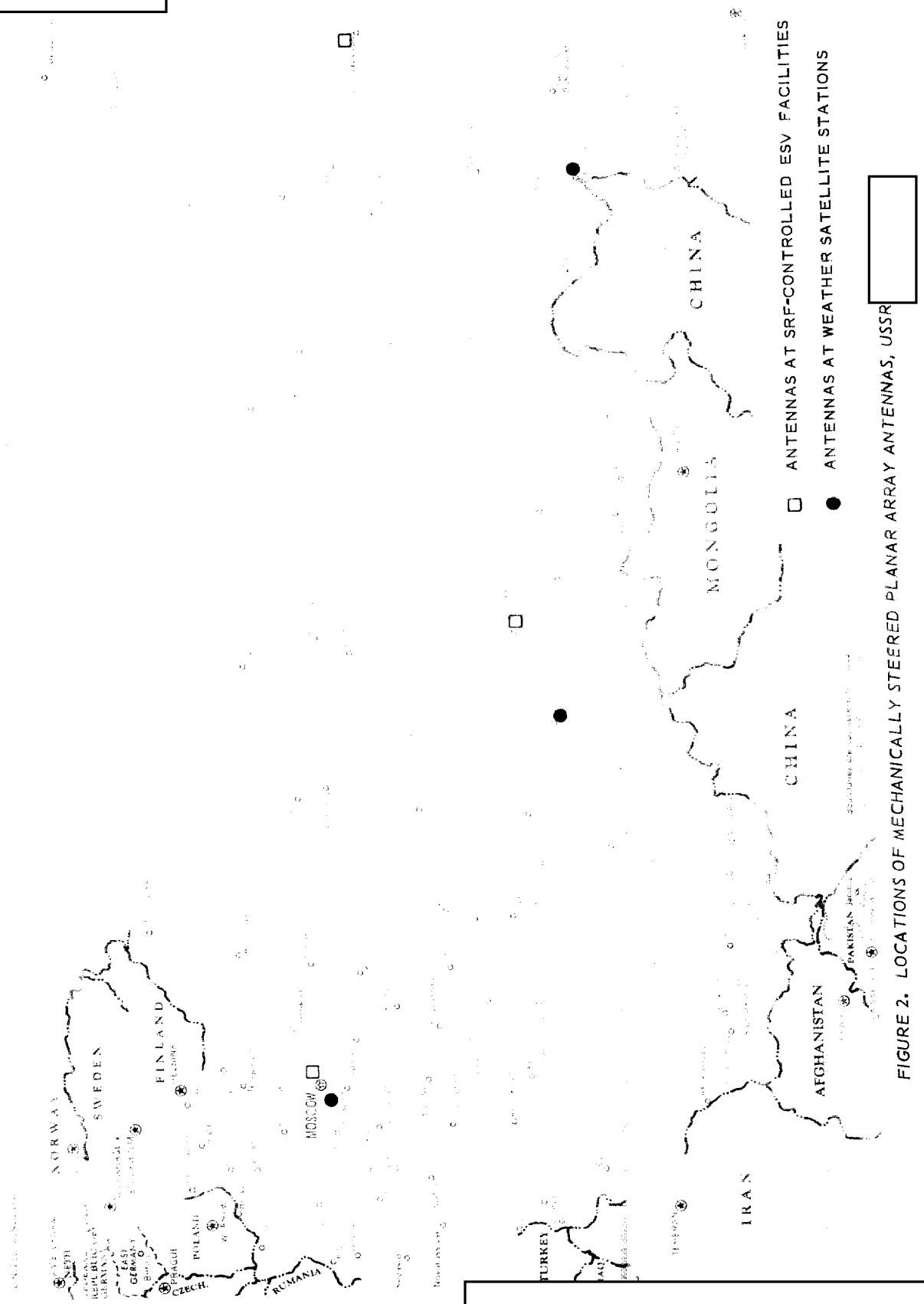

FIGURE 2. LOCATIONS OF MECHANICALLY STEERED PLANAR ARRAY ANTENNAS, USSR

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USSR

Two Planar Array Antenna Networks Identified

Correlation of photography with information from COMINT and the Soviet press indicates that the Soviets have constructed two distinct networks of mechanically steered planar array antennas since mid-1968. Each network has three planar array antennas about equally spaced across the country (see Figure 2).

In October 1969, Izvestia announced the construction of three civil-operated stations designed to receive weather satellite information at Obninsk (near Moscow), Berdsk (near Novosibirsk) and Khabarovsk. The press article included a photograph of a mechanically steered planar array antenna used with this system (see Figure 3). The antennas have been identified on 25X1 [redacted] photography at all three announced locations.

The recently identified antennas described above appear identical to three antennas started in the summer of [redacted] at the Moscow/Schelkovo, Yeniseysk and Khutor earth satellite vehicle (ESV) tracking facilities. 25X1

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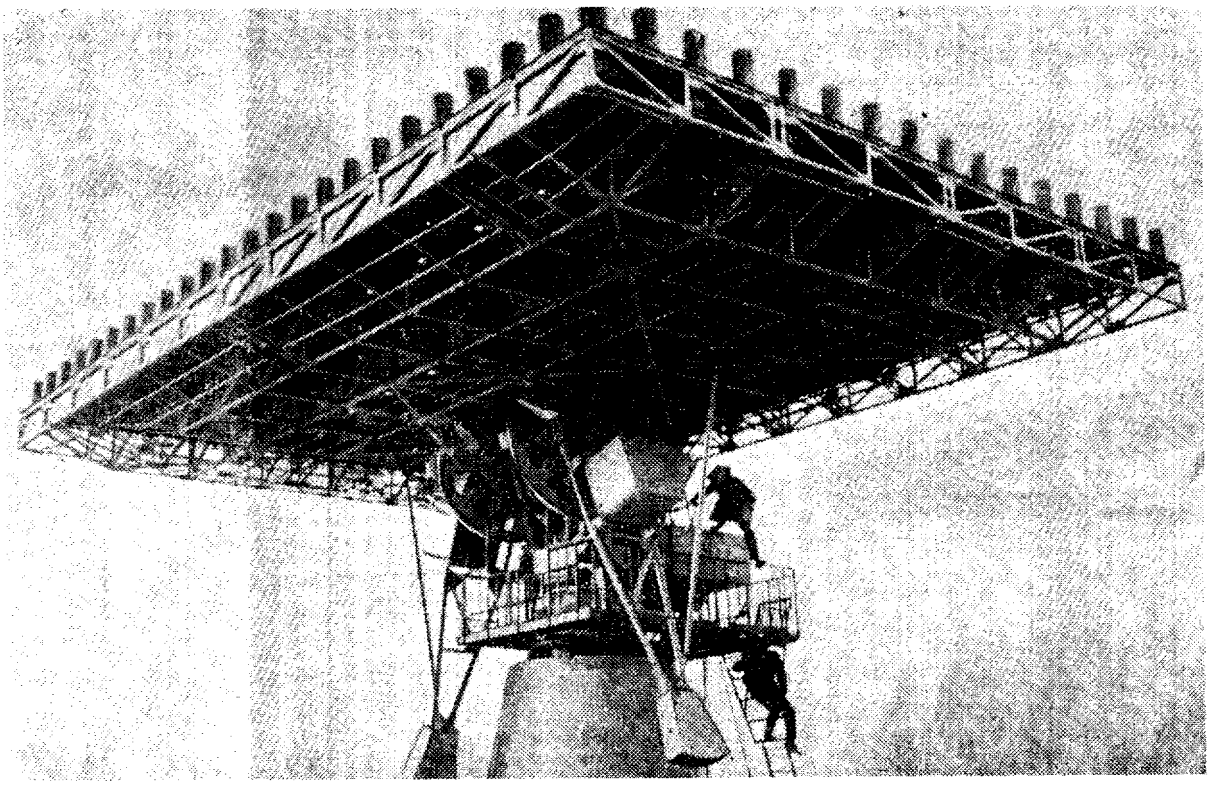

FIGURE 3. PLANAR ARRAY ANTENNA USED IN SOVIET WEATHER SATELLITE SYSTEM, FROM 31 OCTOBER 1969 IZVESTIA.

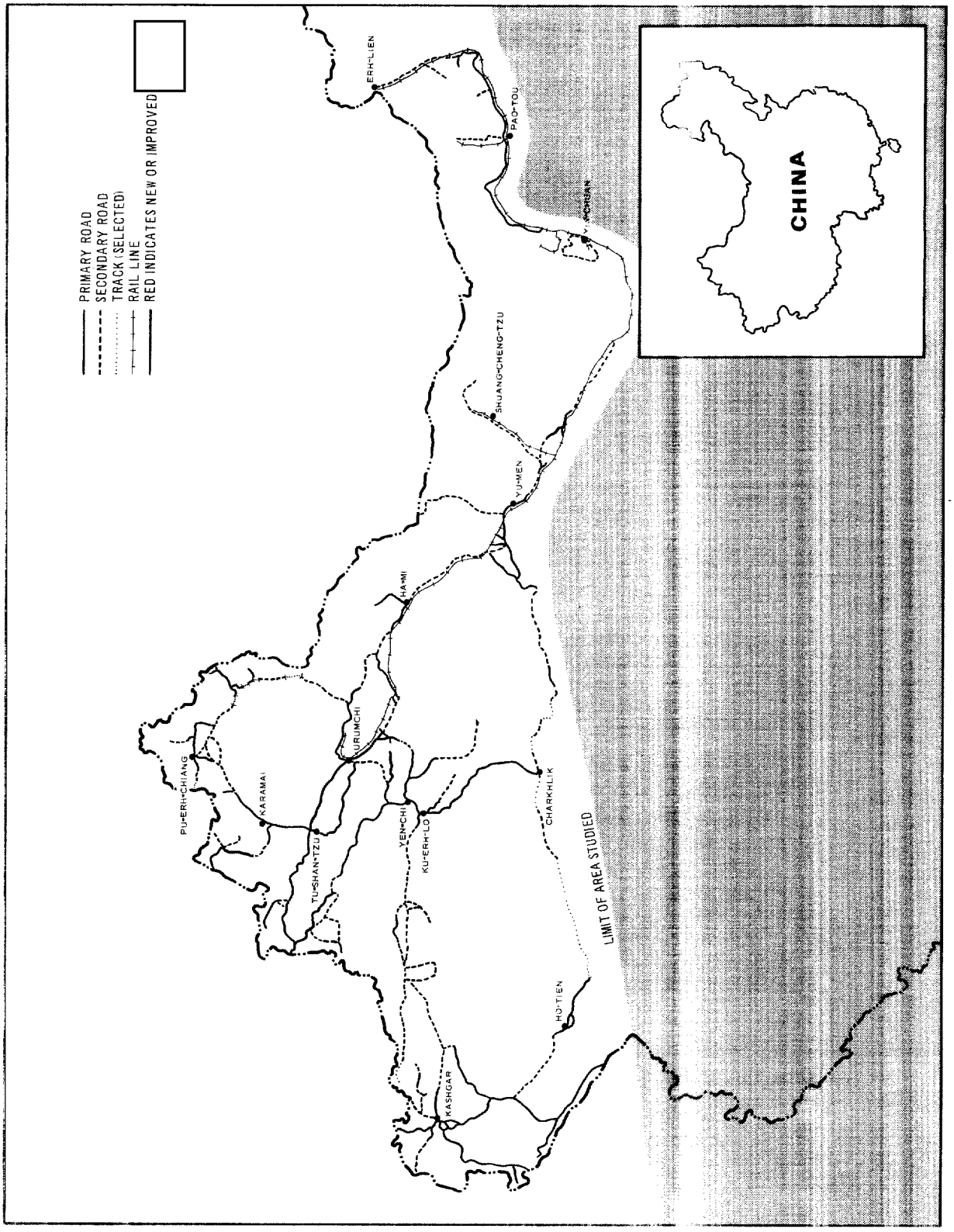

FIGURE 4. ROAD AND RAIL IMPROVEMENTS IN NORTHWEST AND NORTH-CENTRAL CHINA

CHINA

Limited Road and Rail Improvements in Northwest and North-Central China

A recent IAS study utilizing [redacted] shows that there have been limited improvements to the transportation network in northwest and north-central China since [redacted] (see Figure 4). 25X1 25X1

The only major new primary road was constructed through rugged terrain for a distance of 150 nm from Urumchi to Tu-shan-tzu. Three other primary road projects were seen during the period: a 60-nm stretch of secondary road, extending east from the Urumchi to Yen-chi road, was upgraded to primary status; the secondary road between Ku-erh-lo and Charkhlik, along the eastern margin of the Takla Makan Desert, was being made a primary road; and a 70-nm portion of the main road between Ku-erh-lo and Kashgar was being upgraded from a secondary to a primary status northeast of Kashgar.

There have been some improvements to tracks and secondary roads, as well as the construction of a limited number of short secondary roads. All of the road construction in the area appears to serve local economic needs rather than military purposes.

Except for the addition of a short industrial spur at Yin-chuan, there have been no changes in the rail network in the area.

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